Table N6: Estimated consumption of electricity by light-duty electric vehicles, 2022

(million kilowatthours)

State	Plug-in hybrid electric vehicle (PHEV) [a]	Battery electric vehicle (BEV) [b]	Total
Alabama	8	12	20
Alaska	1	4	5
Arizona	34	103	136
Arkansas	4	6	9
California	574	1,273	1,846
Colorado	40	101	141
Connecticut	21	35	56
Delaware	4	8	12
Dist. of Col.	5	9	14
Florida	69	231	300
Georgia	28	81	109
Hawaii	9	29	38
Idaho	6	10	16
Illinois	49	107	155
Indiana	18	28	46
Iowa	10	10	20
Kansas	8	12	21
Kentucky	8	12	20
Louisiana	4	8	12
Maine	9	8	17
Maryland	36	69	106
Massachusetts	49	80	129
Michigan	47	56	103
Minnesota	24	44	68
Mississippi	3	3	6
Missouri	19	29	49
Montana	3	6	10
Nebraska	6	8	14
Nevada	14	48	63
New Hampshire	8	11	19
New Jersey	40	127	168
New Mexico	6	11	17
New York	93	138	231
North Carolina	30	66	96
North Dakota	1	1	2
Ohio	35	59	94
Oklahoma	19	23	42
Oregon	38	73	111
Pennsylvania	40	72	113
Rhode Island	5	6	11
South Carolina	10	18	28
South Dakota	2	2	4
Tennessee	16	34	50
Texas	67	201	268
Utah	17	44	61
Vermont	7	9	16
Virginia	34	76	110
Washington	54	162	216
West Virginia	2	3	5
Wisconsin	19	26	45
Wyoming	1	1	3
United States	1,657	3,594	5,252

[a] Plug-in hybrid electric vehicle (PHEV) is a vehicle that can both (1) plug into an electric power source and store power in a battery pack and (2) use petroleum-based or other liquid- or gas-based fuel to power an Internal combustion engine (ICE). Data include electricity consumption only and exclude gasoline consumption.

[b] Battery electric vehicle (BEV) is an all-electric vehicle that receives power by plugging into an electric power source and storing the power in a battery pack. BEVs do not use any petroleum-based or other liquid- or gas-based fuel during operation.

Where shown, (s) = value less than 0.05.

Notes: · All data are estimates based on experimental models. Data are for on-road, light-duty vehicles less than or equal to 8,500 pounds only (passenger cars and light trucks). · Electric vehicle electricity end-use consumption is included across multiple end-use sectors in electricity sales to ultimate customers and not discretely allocated to any of the end-use sectors. · Totals may not equal sum of components due to independent rounding.

Data Source: The estimates published in these tables are based on a model that uses administrative and third-party data from the U.S. Environmental Protection Agency, National Oceanic and Atmospheric Administration, U.S. Department of Transportation, S&P Global Mobility, Wards Intelligence, Alliance for Automotive Innovation, Hedges & Co, and Geotab. See full data disclaimer in the Technical Notes. http://www.eia.gov/state/seds/